

# BookletChart™

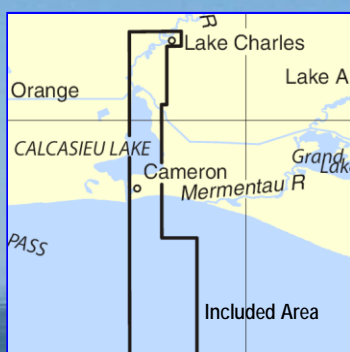
## Calcasieu River and Approaches

NOAA Chart 11339

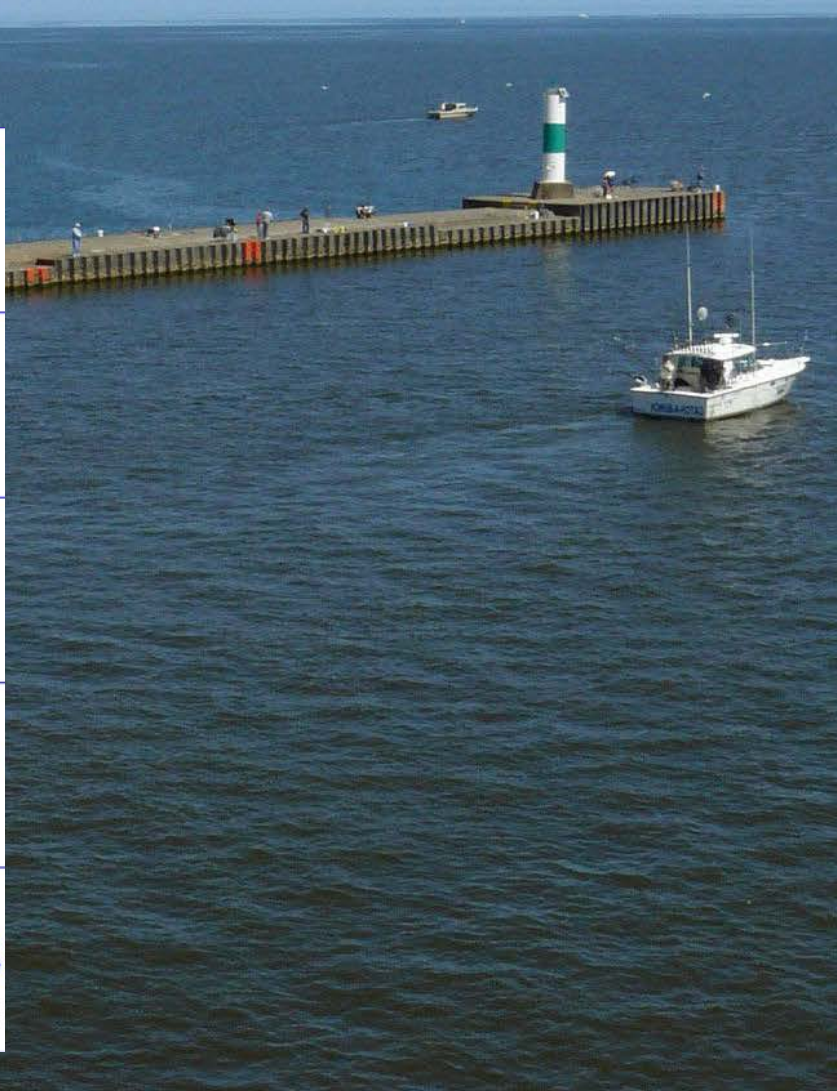
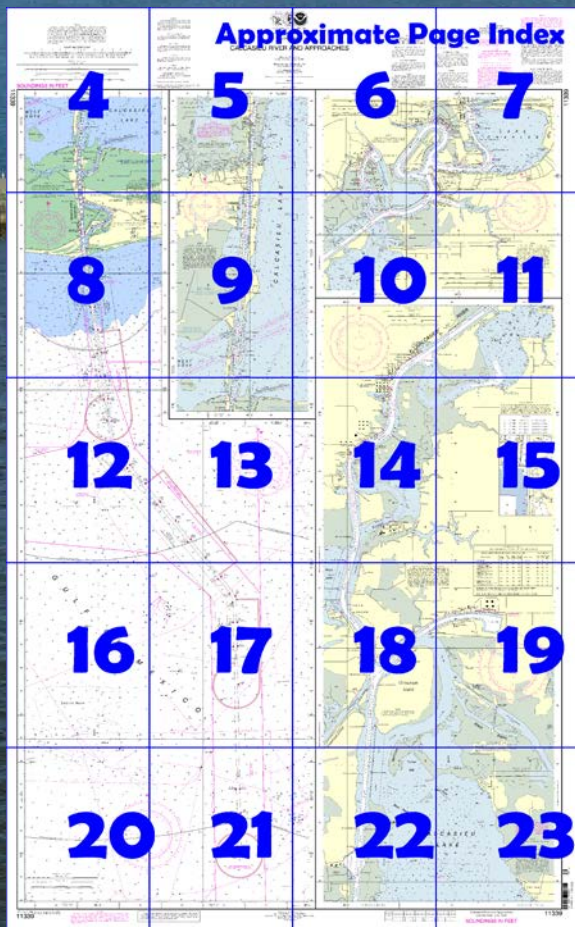


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

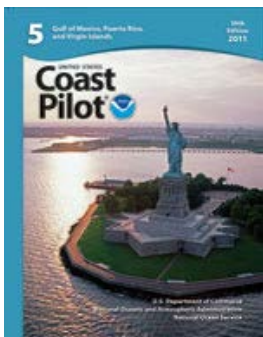
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11339>.



### (Selected Excerpts from Coast Pilot)

**Calcasieu Pass**, the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

**Prominent features.**—In the vicinity of Calcasieu Pass are the range and jetties and, at night, the occulting red obstruction lights on the many radio towers in the area.

A **regulated navigation area** has been

established in Calcasieu River from the Calcasieu jetties to and including the Port of Lake Charles. (See **165.1 through 165.13** and **165.807**, chapter 2, for limits and regulations.)

The Trunkline liquified natural gas facility on Industrial Canal is within a **safety zone**. Additionally, the waters surrounding non-gasfree LNG carriers transiting Calcasieu River are a **safety zone**. (See **165.1 through 165.7**, **165.20**, **165.23**, and **165.805**, chapter 2, for limits and regulations.)

**Channels.**—The Calcasieu entrance has been improved by jetties and a deepwater channel. The jetties extend seaward from the shoreline for about 1.1 miles and are mostly above normal high tide. A Federal project provides for a channel 42 feet deep across the outer bar from that depth in the Gulf to the entrance jetties, thence 40 feet through the jetties, thence to and in the Industrial Canal and turning basin N of Choupique Island, thence to the Port of Lake Charles wharves, and thence 35 feet to the Interstate Route 10/U.S. Route 90 highway bridge. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is marked by lighted buoys and lights.

**Anchorage.**—**Large vessels should anchor in Calcasieu Pass Fairway**

**Anchorage, E of the safety fairway.** (See 166.100 through 166.200, chapter 2.) Vessels up to 12 feet in draft can obtain excellent anchorage in the bend in the river at Cameron. While waiting for daylight or fog to lift, ships can anchor out of the fairway anywhere in Calcasieu River. No anchorages exist in the landcuts, and ships entering cuts are expected to complete passage. Deep-draft vessels normally anchor 2 to 3 miles SE of the Pilot Boarding Station No. 4, being cognizant to avoid charted pipelines.

**Dangers.**—Seaward of the jetties, a moderate to strong current sweeps across the channel, normally setting in a W direction; however, strong W winds will cause a current reversal; mariners should exercise caution and be on the alert. Numerous collisions have occurred at the entrance to the jetties due to this set across the channel. Meeting or overtaking situations near the entrance should be avoided. A mud slush lying on the bottom, approximately 6 feet above the hard surface, frequently will be found in the channel seaward of the jetties and at various places above the pass. This material can hardly be detected by the leadline. A 1- to 4-foot layer of soupy material, some 8 to 10 feet above the hard bottom and 20 to 23 feet below the surface, occasionally is encountered in the same localities.

**Spoil banks** of undetermined depth exist on the W side of the entrance channel and outer channel except within a mile N and S of Calcasieu Channel Lighted Buoy 29, which area, the Lake Charles Pilots report, has been left clear for Pilot Station No. 1. Mariners are advised to avoid navigating across the spoil banks, because the actual depths may be considerably less than the charted depths.

In 1981, a submerged obstruction was reported in the fairway anchorage W of the safety fairway in about 29°37.3'N., 93°27.7'W.

**Currents.**—Currents at Camer Berthage, electricity, gasoline, diesel fuel, water, ice, wet storage, marine supplies, a 30-ton hoist for hull, engine and electronic repairs, and reported depths to 8 feet are available in facilities across the river from the Port of Lake Charles, NE of Berths 1, 2, and 3. Facilities on Contraband Bayou provide berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp, dry storage, marine supplies, and a 30-ton hoist for vessels to 80 feet for hull, engine and electronic repairs. Good anchorage is available in the lake in depths of 8 to 10 feet. A marina off the Calcasieu River, about 0.9 mile N of Lake Charles, has gasoline, launching ramp, water and ice.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

# Table of Selected Chart Notes

## NOTE E

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

## NOTE H

### CORPS OF ENGINEERS CHANNELS

The sounding datum of this chart is Mean Lower Low Water. U.S. Army Corps of Engineers navigation projects on this chart are shown with dashed black limiting lines. Charted depths in these projects are referenced to a Corps of Engineers datum called Mean Low Gulf (MLG). This datum has been calculated to be 0.90 feet below MLLW at Calcasieu Pass and Calcasieu Ship Channel Reach A and 1.20 feet below MLLW at Calcasieu Ship Channel Reaches B, C and D and at the Port of Lake Charles. The estimated uncertainty is from 0.10 feet to 0.15 feet.

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Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

## NOTE F

Charted piles in Calcasieu Lake may be submerged.

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## CAUTION

### Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

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Charted piles in Calcasieu Lake may be submerged.

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Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

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## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT./LONG.)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Calcasieu Pass, Lighthouse Wharf, LA	(29°47'N/093°21'W)	2.0	1.8	0.5

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Jan 2013)

## CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
BAR CHANNEL	35.5	38.1	37.4	29.9	9/11-12	800	26.3	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W)	46.6	46.9	46.7	44.8	9/11-12	400	1.3	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	34.7	38.3	40.6	37.4	9-12	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	27.8	36.2	39.4	30.9	9-12	400	6.0	40
THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W)	33.1	37.3	37.2	29.0	9/11-12	400	6.0	40
THENCE TO A POINT (30°09'08.0"N, 93°19'57.0"W)	32.0	36.5	36.6	20.9	9-12	400	5.2	40
THENCE TO 210 BRIDGE	33.1	37.9	38.4	31.4	9-12	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W)	33.2	39.1	37.6	32.5	9-12	400	2.1	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

All craft should avoid areas where a diver's flag, a red square with a diagonal white stripe, is displayed.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## AUTHORITIES

Hydrography and topography by the U. S. Navy Hydrographic Office, U. S. Coast Survey, with data from the Corps of Engineers and the U. S. Coast Guard.

**CAUTION**

Temporary changes or defects in navigation are not indicated on this Local Notice to Mariners.

**CAUTION**

Improved channels shown by broken lines. Subject to shoaling, particularly at the

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for supplemental information.

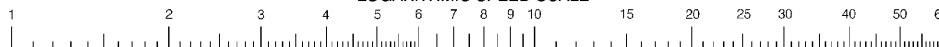
For Symbols and Abbreviations see

COLREGS: International Regulations for Preventing Collisions at Sea  
Demarcation lines are shown thus:

NOTE X

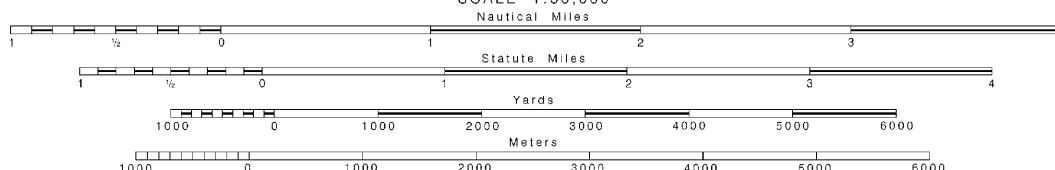
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the Territorial Sea, is granted as continues to provide the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## LOGARITHMIC SPEED SCALE



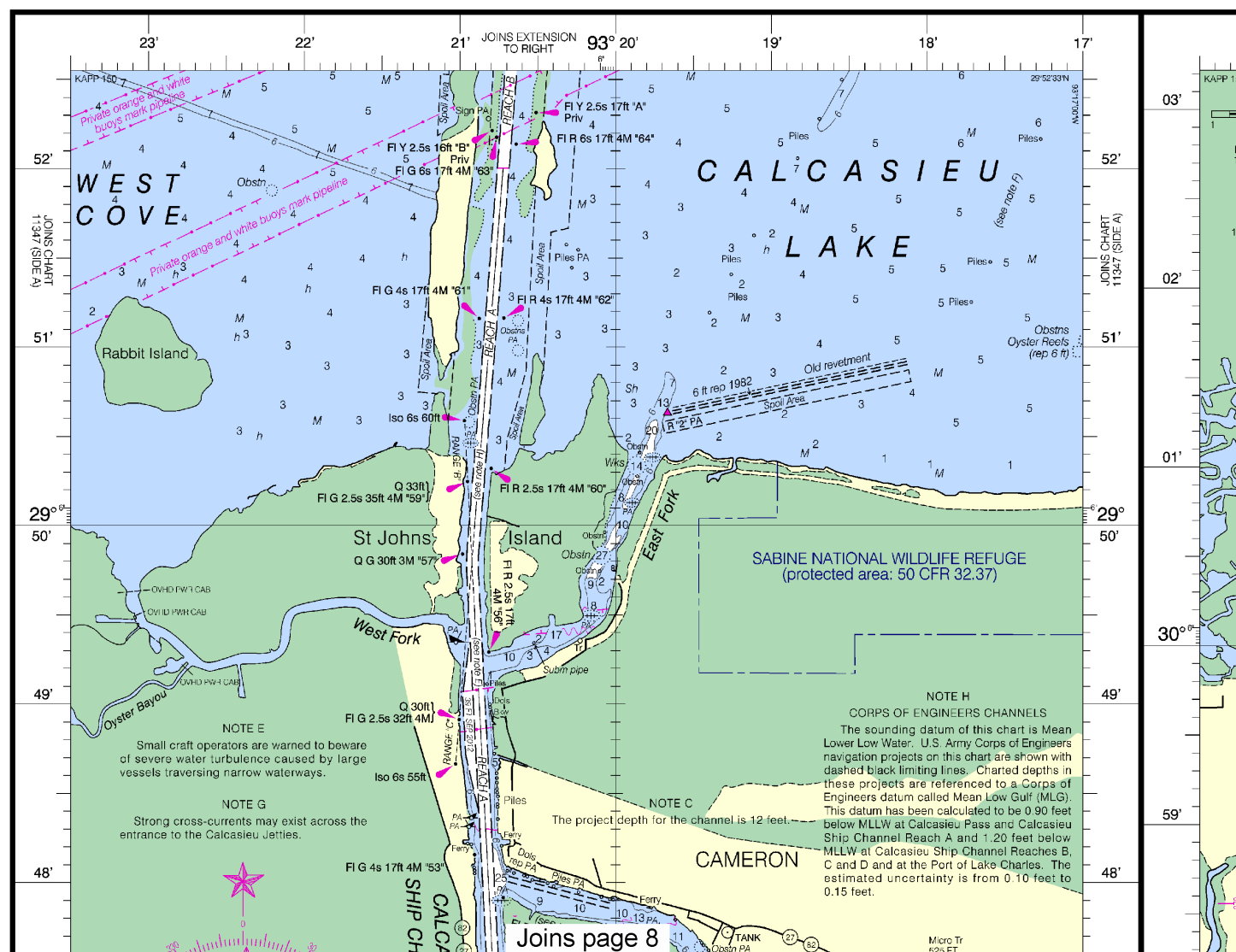
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:50,000



## SOUNDINGS IN FEET

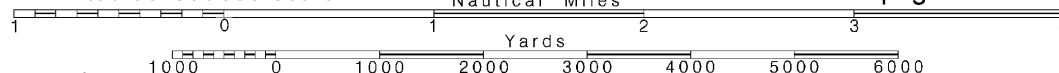
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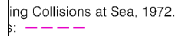
~~SCALE 1:50,000~~  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

# CALCASIEU RIVER AND APPROACHES

Mercator Projection  
Scale 1:50,000 at Lat. 30°06'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HEIGHTS

Heights in feet above Mean High Water.

1st Ed., Aug. 2006

### CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

## MINERAL DEVELOPMENT STRUCTURES

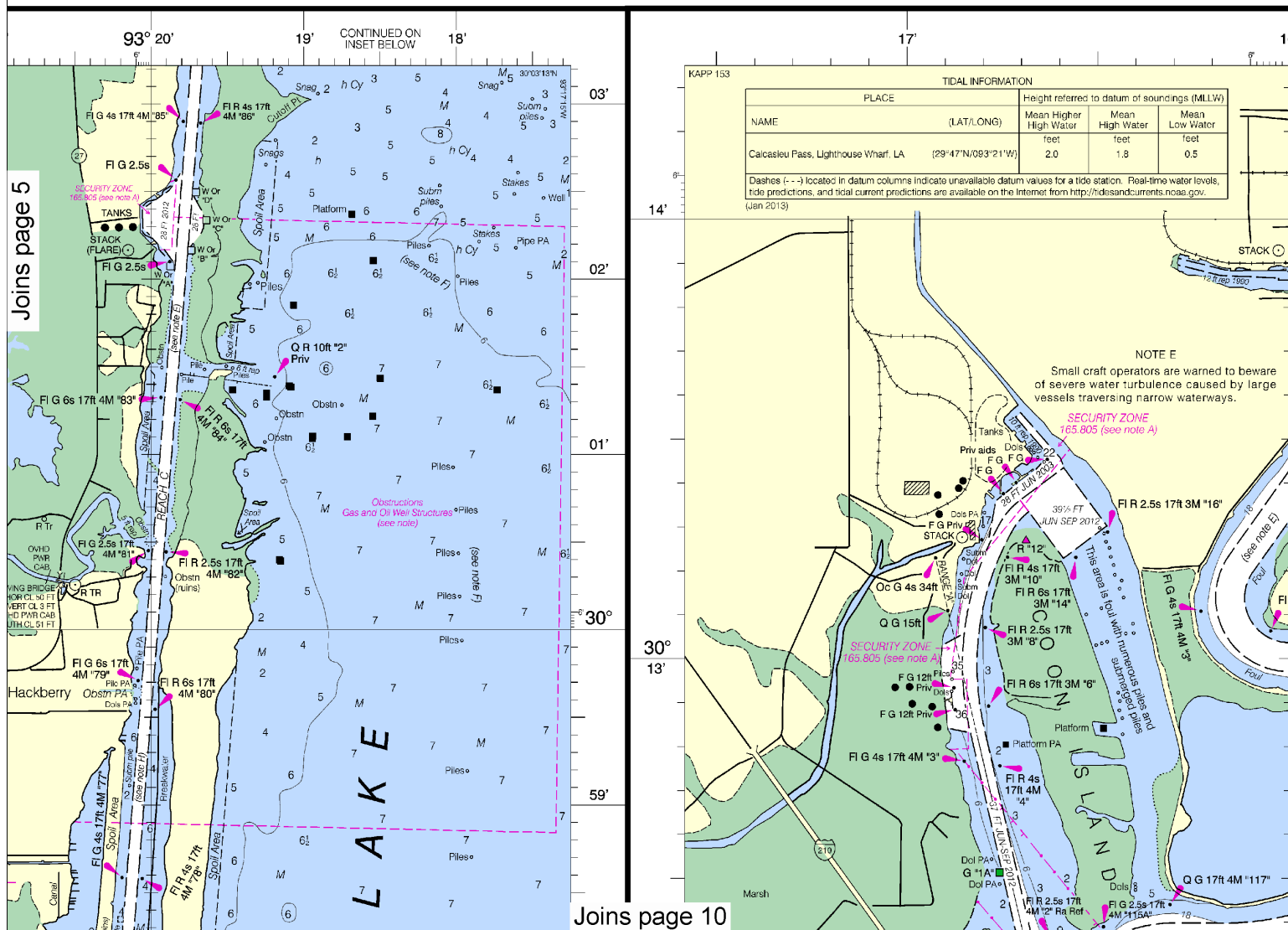
Obstruction lights and sound (fog) signal are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE 5

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.



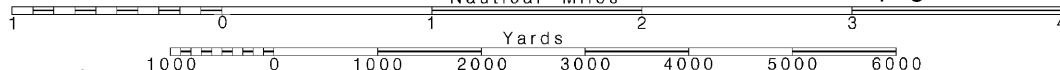
# 6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~  
Nautical Miles

See Note on page 5.



**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA KHB-42 162.40 MHz

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.756" northward and 0.552" westward to agree with this chart.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

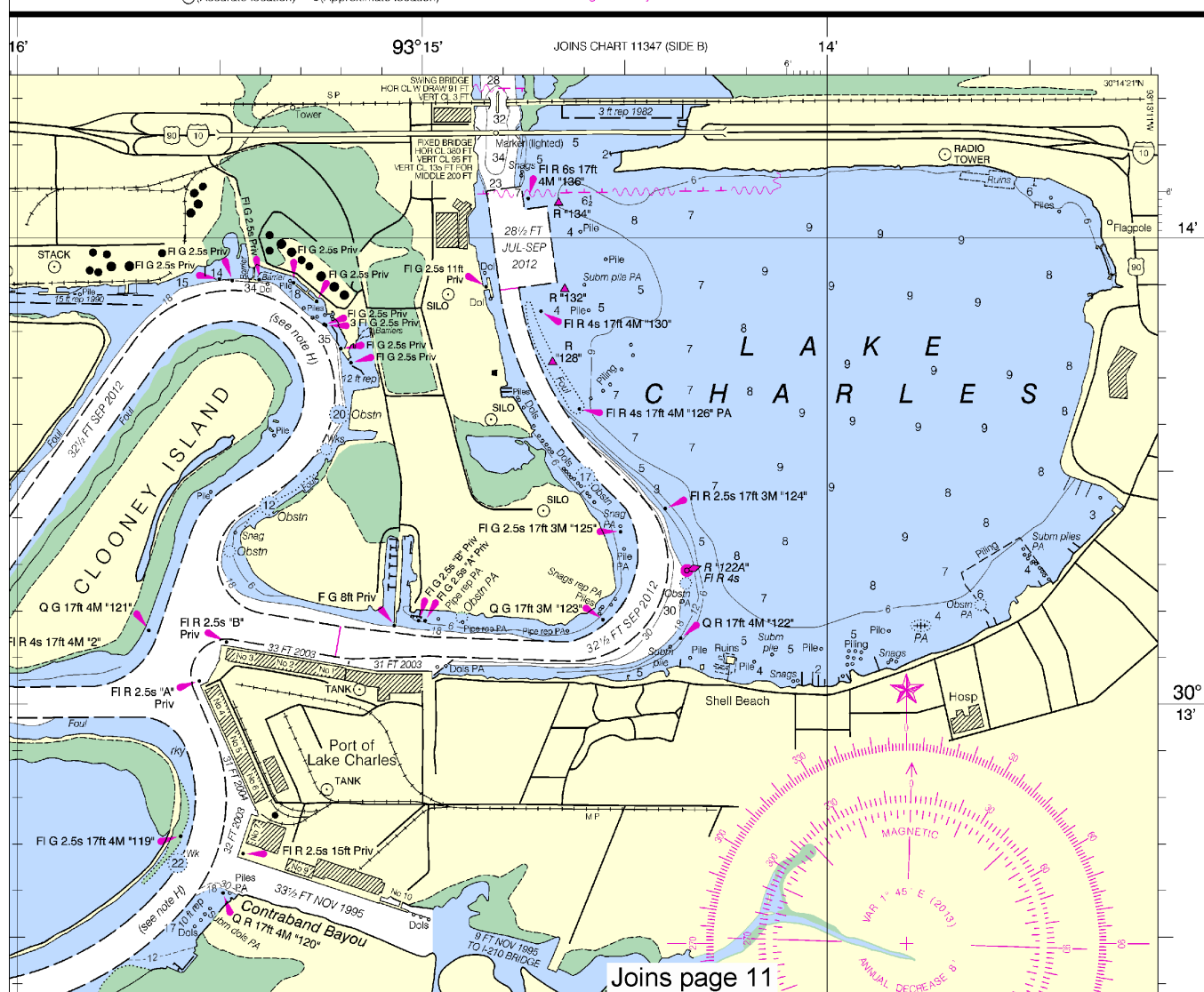
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Refer to charted regulation section numbers.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

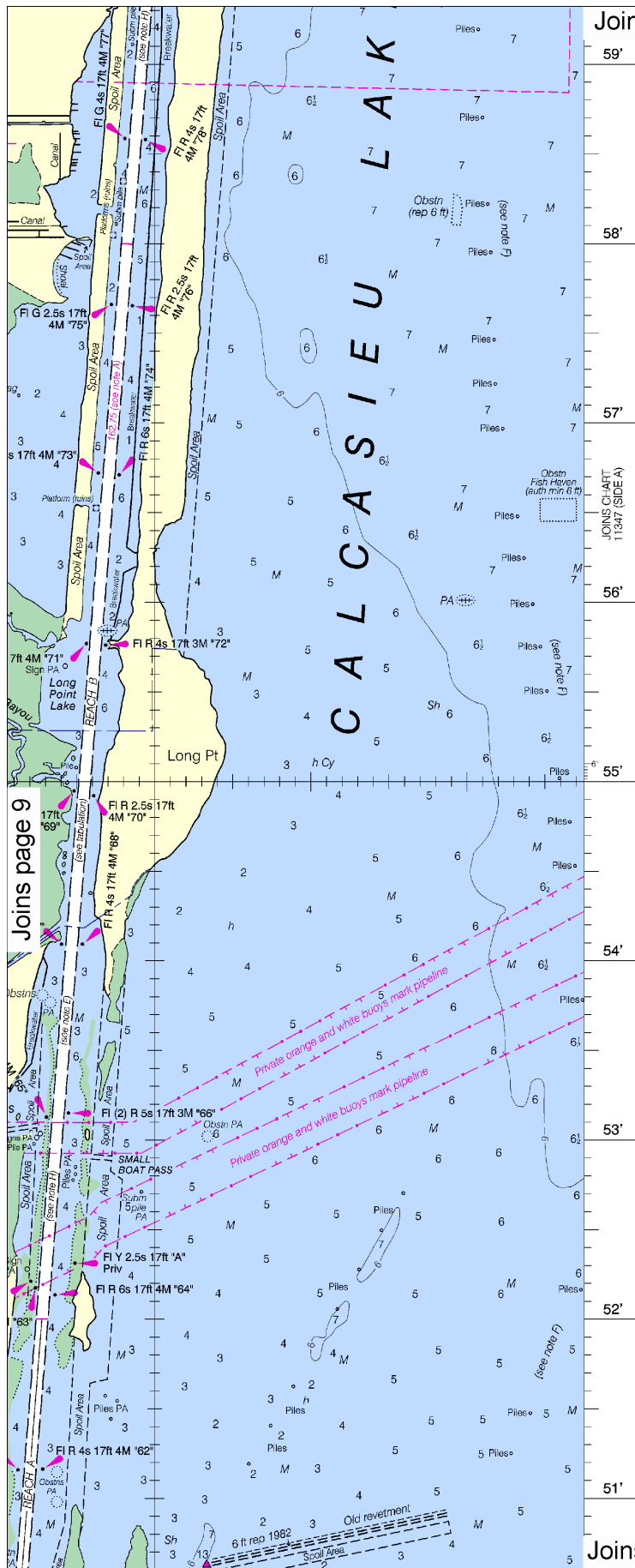
**PRINT-ON-DEMAND CHARTS**  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ccsdata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://oceangrafix.com>.



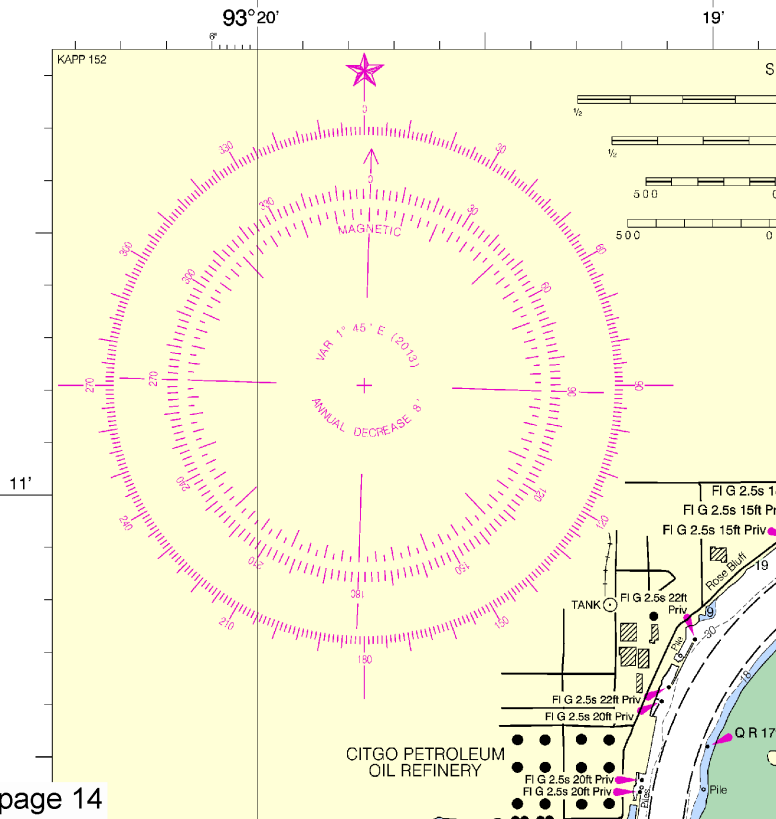
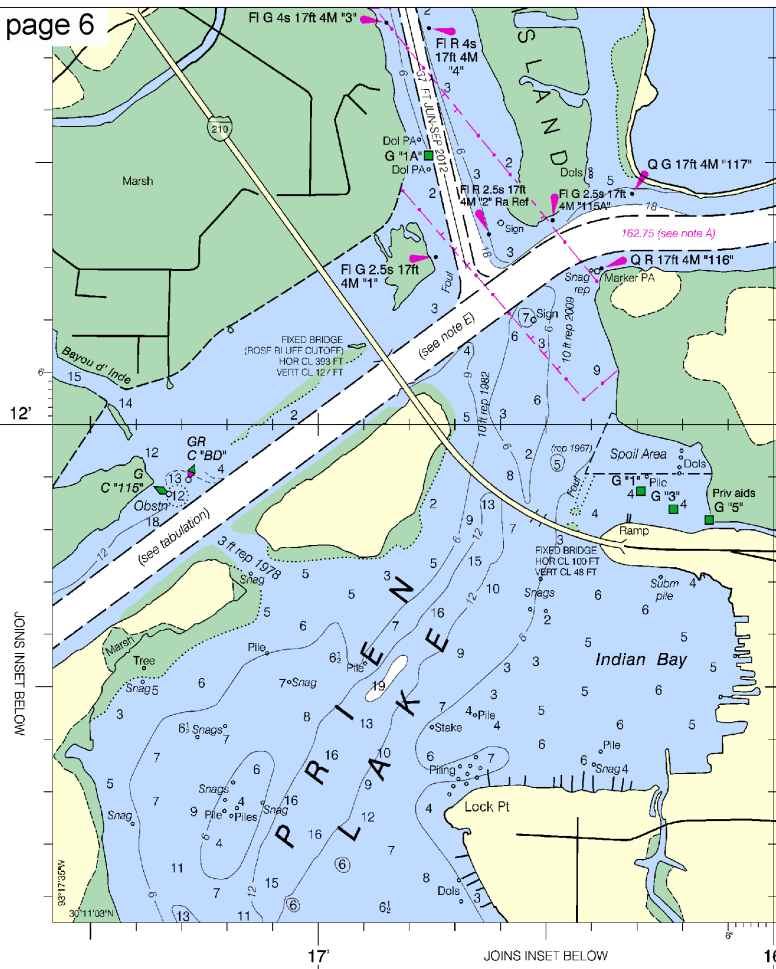
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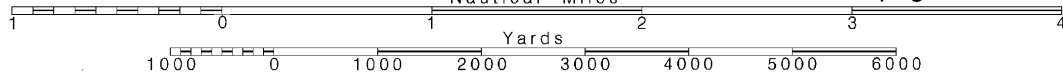
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

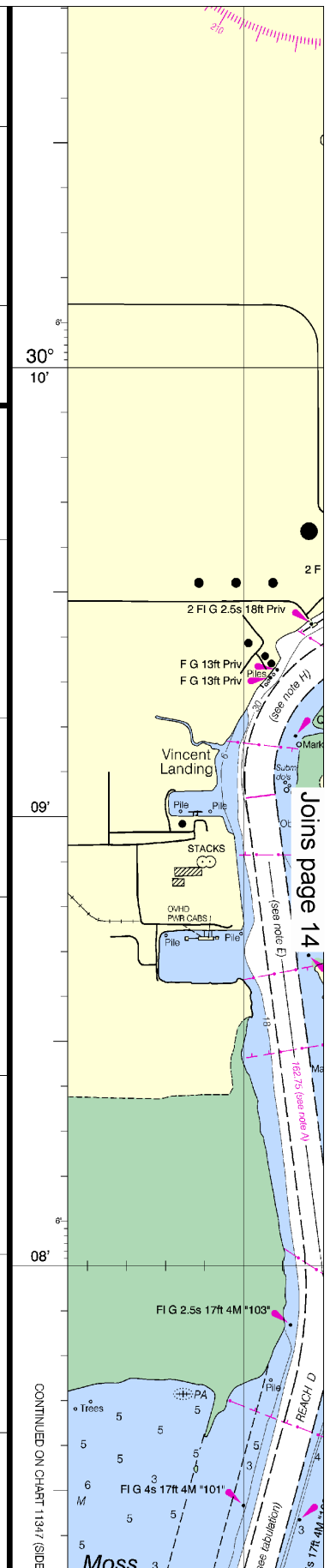
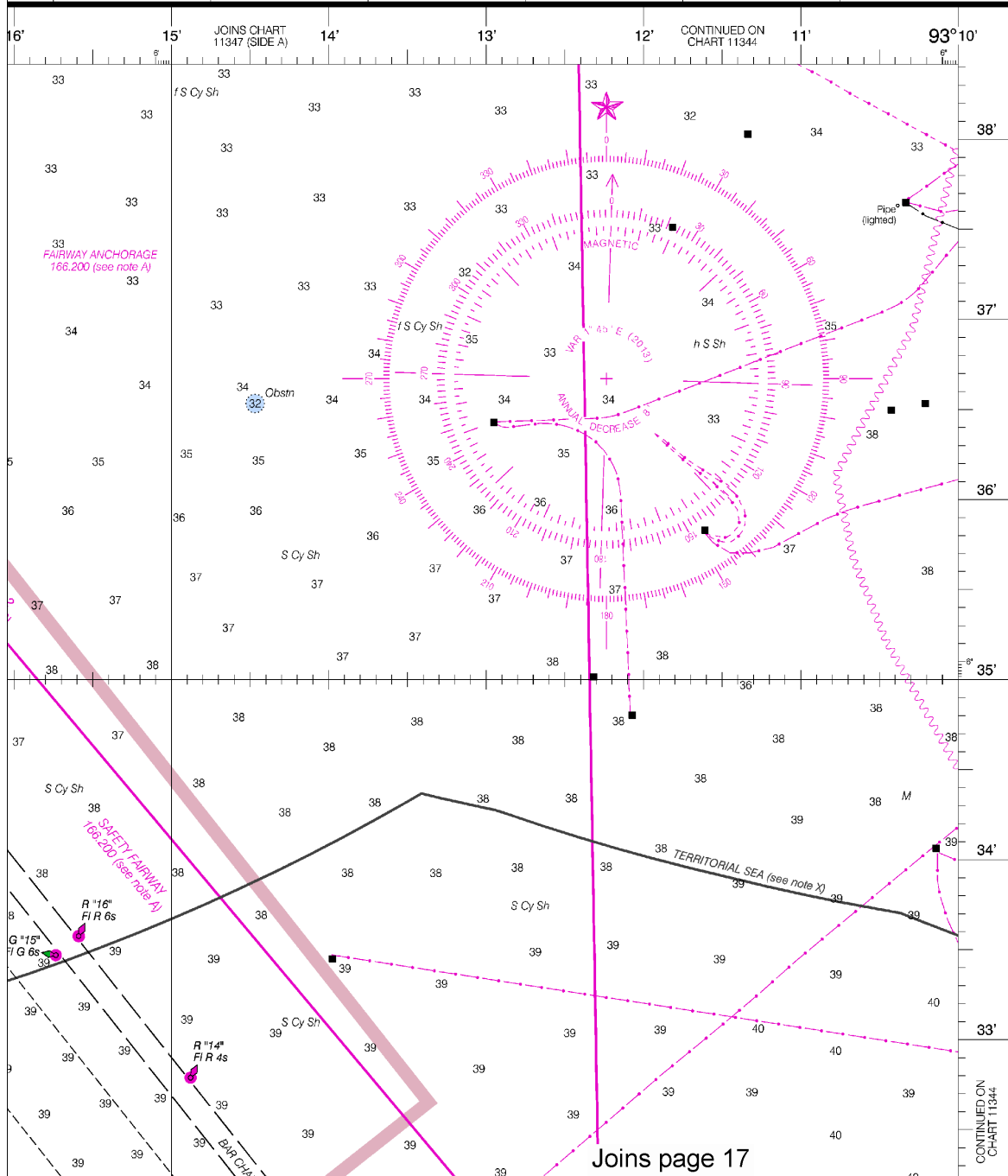
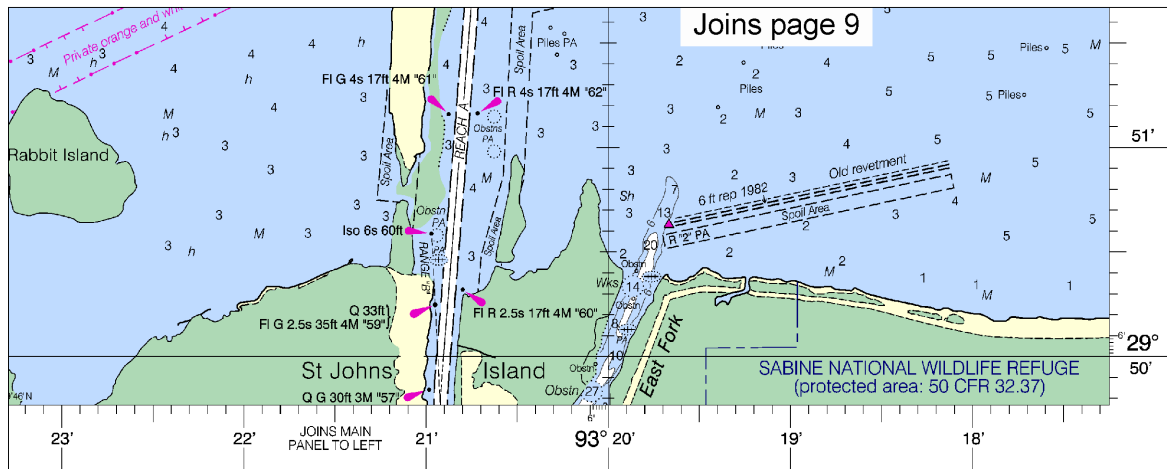
SCALE 1:50,000  
Nautical Miles

See Note on page 5.

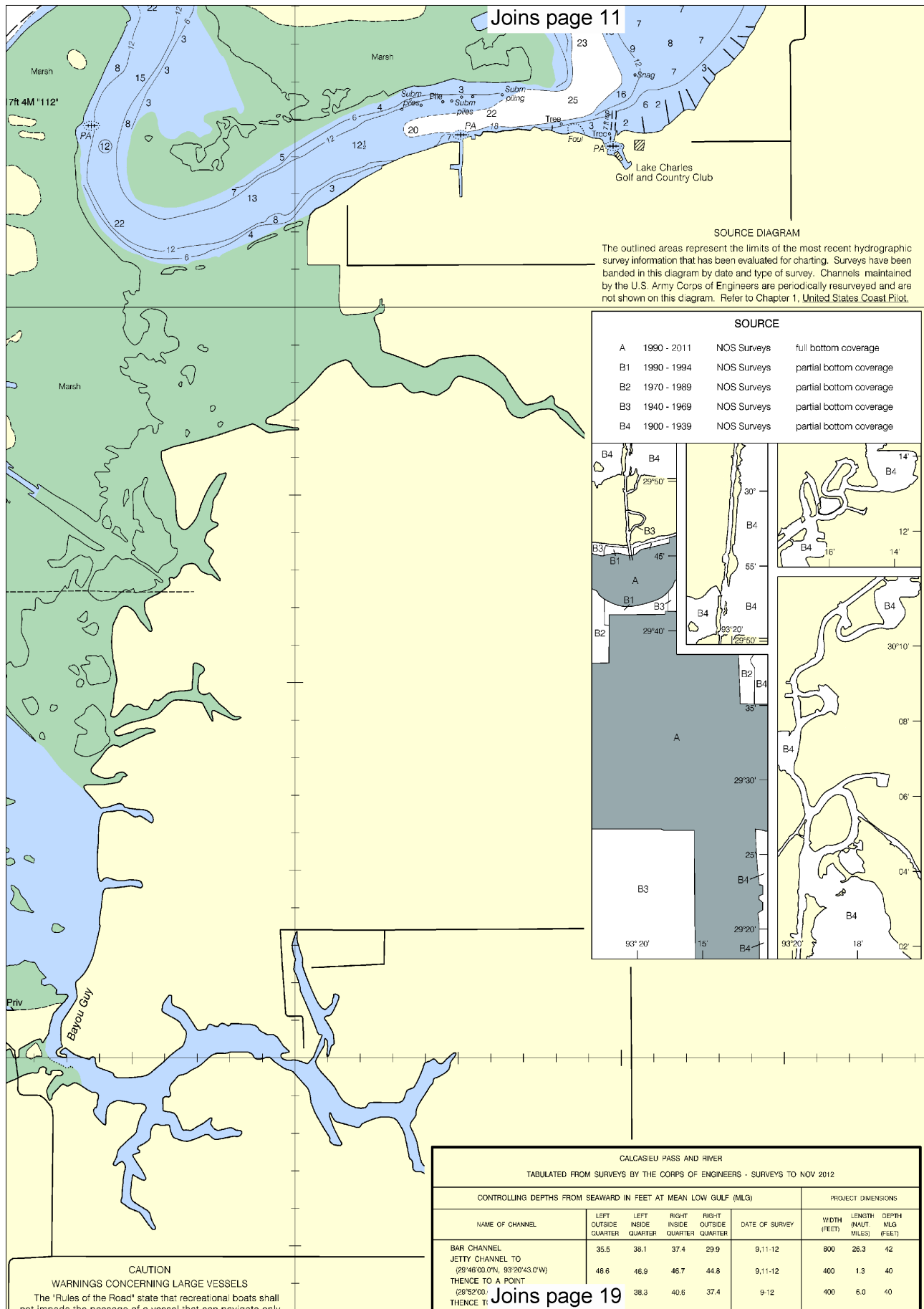










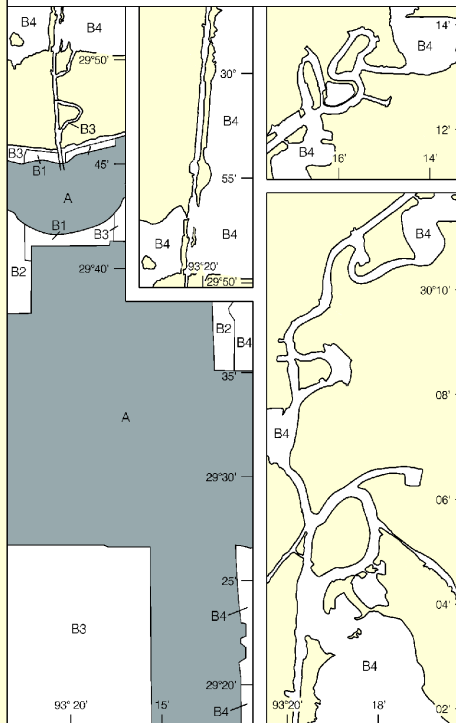


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990 - 2011	NOS Surveys	full bottom coverage
B1	1990 - 1994	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



CALCASIEU PASS AND RIVER  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)

PROJECT DIMENSIONS

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLG (FEET)
BAR CHANNEL	35.5	38.1	37.4	29.9	9,11-12	800	26.3	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W)	46.6	46.9	46.7	44.8	9,11-12	400	1.3	40
THENCE TO A POINT (29°52'00.0"N, 93°20'00.0"W)		38.3	40.6	37.4	9-12	400	6.0	40

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only







## BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)

PROJECT DIMENSIONS

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BAR CHANNEL		35.5	38.1	37.4	29.9	9,11-12	800	26.3	42
JETTY CHANNEL TO									
(29°46'00.0"N, 93°20'43.0"W)	48.6	46.9	46.7	44.8	9,11-12	400	1.3	40	
THENCE TO A POINT									
(29°52'00.0"N, 93°20'43.0"W)	34.7	38.3	40.6	37.4	9-12	400	6.0	40	
THENCE TO A POINT									
(29°58'00.0"N, 93°20'10.0"W)	27.8	36.2	39.4	30.9	9-12	400	6.0	40	
THENCE TO A POINT									
(30°04'00.0"N, 93°19'38.0"W)	33.1	37.3	37.2	29.0	9,11-12	400	6.0	40	
THENCE TO A POINT									
(30°09'03.0"N, 93°19'57.0"W)	32.0	35.5	36.6	20.8	9-12	400	5.2	40	
THENCE TO 210 BRIDGE									
THENCE TO END OF 400 CHANNEL	33.1	37.9	38.4	31.4	9-12	400	4.4	40	
(30°13'08.0"N, 93°15'12.0"W)	33.2	39.1	37.6	32.5	9-12	400	2.1	40	

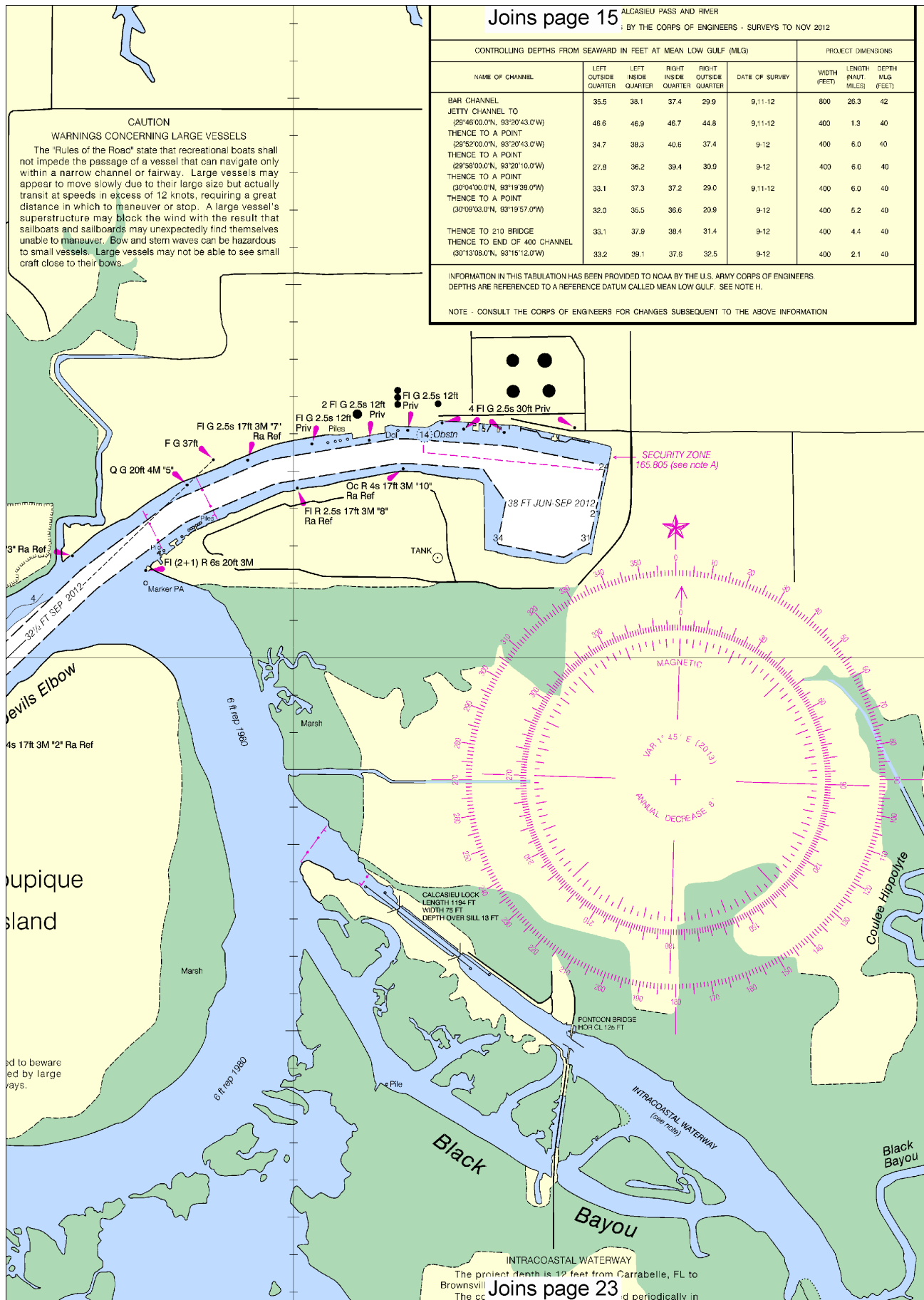
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS  
 DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**CAUTION**

### WARNINGS CONCERNING LARGE VESSELS

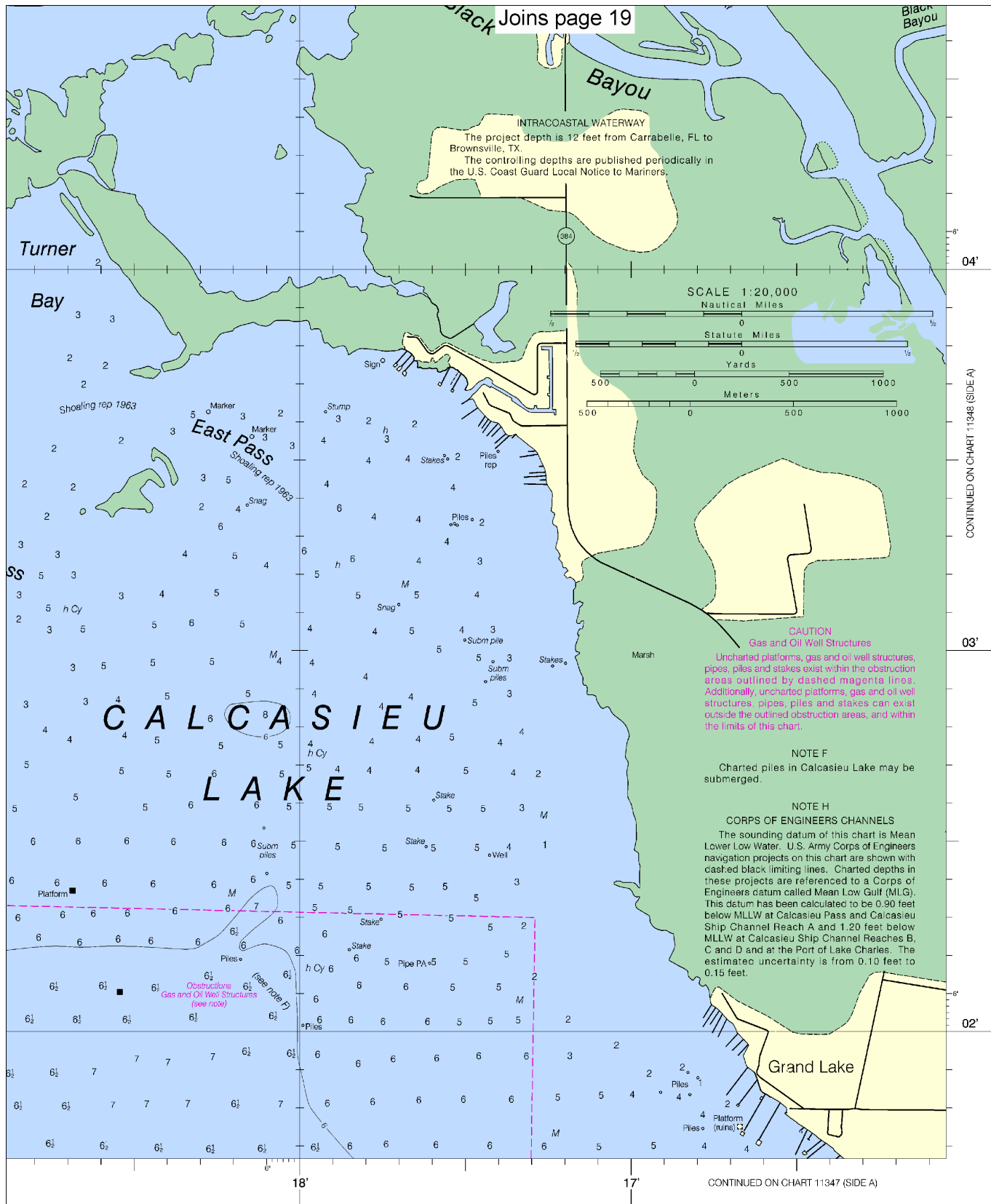
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.











4	5	6	7	8	9	10	11	12	13	14	15	16	17
24	30	36	42	48	54	60	66	72	78	84	90	96	102
7	8	9	10	11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30	31			

Calcasieu River and Approaches  
SOUNDINGS IN FEET - SCALE 1:50,000

SOUNDINGS IN FEET

11339



ED NO 4



NSN 7642015256073  
NGA REFERENCE NO. 11AFA11339



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

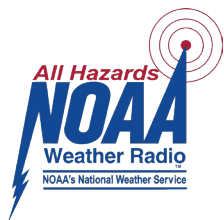
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
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Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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NOAA's Office of Coast Survey



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